

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 12:42 PM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 007 Const Calendar Day: 161 Date: 16-Feb-2010 Tuesday

Inspector Name: Wilcox, Jason Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 06:15 AM 17:45 PM Break: 00:30 Over Time: 02:00

Federal ID:

Location:

Reviewer: Liu, Tai-Lin

Approved Date:

01-Apr-10 Status: Approved

04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge

**Weather**

Temperature 7 AM 40 - 50 12 PM 50 - 60 4PM 50 - 60

Precipitation None

Condition Partly Cloud

Working Day ☒ If no, explain:**Diary:**

Dispute

**General Comments**

As of last Friday four U-Ribs and twelve Side Plate stiffeners were bolted and pinned in Splice 1. By 0800 hours this morning, Tai-Lin Liu informed me that there was going to be an inspection of one or two of the remaining OBG segments at 1000 hours today. I continued to finish my diary from Friday, and around 0900 Thanh Le came over to give me an update on the activities at Splice 1. He said that they were taking their time setting up for more bolting. Not much progress was achieved in the early morning, but they continued to install bolts and pins into the splice.

By 1000 hours I met with Masoud Modanlou and Victor Altamirano and our METS counterparts to inspect OBG Lifts 1W and 4W. In both lift, Masoud inspected the outside of the lifts, Victor inspected the inside of the lifts from the lower numbered panel points to the halfway point, and I inspected the inside of the lifts from the lower panel points to the halfway point. There was only minor scuffing of paint, minor rust, some standing water inside the box, and some minor areas of inconsistency due to fabrication issues. However, there did not seem to be any damage due to transporting the OBG segments from China. It should be noted that the lifting rods for Lift 4W were removed. There did not seem to be any damage to the lifting lugs. See pictures for more details.

I drove out to the field around 1530 hours because I was unable to get in touch with Sami Daouk or Thanh. As I was approaching the office on Yerba Buena Island I passed Thanh, and we both stopped and he informed me of their progress. As we were talking, Tai-Lin called. After their talk, both of us went back to the office and Thanh showed Tai-Lin and I some of the pictures showing their progress. While this was going on I got a call from Lalit Mathur. See below for details of the conversation.

In the afternoon Thanh called me to see if there was a form he had to sign for the completion of Step 1A. I said that as of that moment there was nothing that had been agreed to between ABF and Caltrans. However, at the end of the day Lalit Mathur called me asking if anyone from our group was on site to sign a form that John Callaghan was asking to be signed. I asked to speak with John. I let him know that there was nothing agreed to between ABF and Caltrans for the completion of Step 1A. He said that he sent it over to Tai-Lin in the morning and that there was minimal change from what we sent over to him for review. I asked Lalit to have Sami Daouk look at the form and go over it and to sign it if it was acceptable. Once I got off the phone with John, Tai-Lin looked in his email and found the form John sent over. It was sent around 1445 hours. In this instance he wanted one of our field inspectors to sign a form that he had no knowledge of before being asked to sign it, at 1700 hours when everyone was going home. We in the office did not even have a chance to review the form and distribute it to our field engineers. I let John know that this was not acceptable and that we need more review time than what was given to us today. He agreed.



## Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name: Wilcox, Jason

Diary #: 007

Date: 16-Feb-2010

Tuesday

Accrued 2 hours of overtime covering the contractors hours.

### Attachment



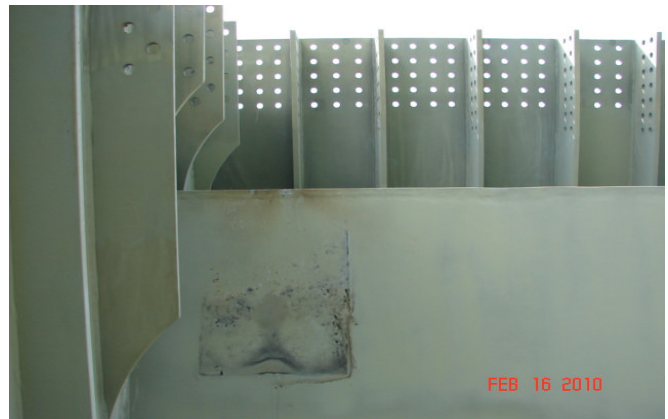
Lift 4W Lifting Lugs at PP27



Lift 1W Access Hole cutting



Lift 1W Longitudinal Bracing marks from sea fastening



Lift 4W Crossbeam paint removed



Lift 4W Lifting Rods removed at PP27